

**CITY COUNCIL MEETING  
TUESDAY, MARCH 14, 2017**

**DOCUMENTS RECEIVED AFTER PUBLISHED AGENDA**

**Item #2 CONS 17-094**

**Agenda Questions and Answers**

**AGENDA QUESTIONS & ANSWERS**

**MEETING DATE: March 14, 2017**

<p><b>Item 2 - Requested by CM Lamnin:</b> <span style="float: right;"><i>FY16</i></span> <i>Sidewalk Rehabilitation and Wheelchair Ramps (Districts 2 and 3) - Award of Contract</i></p>	<p><b>Response from Director Fakhrai E&amp;T:</b></p>
<p>2) FY16 Sidewalk Rehabilitation and Wheelchair Ramps (Districts 2 and 3) - Award of Contract:</p> <p>On the sidewalk repair item, is there a sense of why the bid is significantly higher than the engineers estimate?</p>	<p>The region is experiencing an historical economic surge which does not lend itself in obtaining desirable bids at or below Engineer's estimate.</p> <p>Additionally, the low bid for the Sidewalk Repair Program was only 3.8% above the Engineer's estimate. This is not significant. If bids come in within 10% of the Engineer's estimate, they are considered reasonable and within margin of error.</p>

**PUBLIC COMMENTS**

**Charlie Peters**



## ***Clean Air Performance Professionals***

**Saturday, February 4, 2017**  
Mr. President Donald Trump

# ***RE: Clean Air and Clean Water***

It is reported that corn along I-5 south of Sacramento, California uses up to 1500 gallons of water to grow corn for 1 gallon of GMO ethanol for our gas tanks.

- \* Should CA Governor Brown consider a corn fuel waiver supported by the UN?
- \* Mr. President is your EPA confused when a Lodi CA bread baker is taken to court to collect about a \$million fine for generating ozone from the ethanol made by baking bread while supporting your ethanol mandate?
- \* Mr. President does your ATF audit for payment of the \$17 per gallon tax on likker refiners?
- \* Has the moffia ever played skip the tax game?
- \* Mr President thank you for your service.

CAPP an award winning coalition of motorists.

Charlie Peters

Cc: interested parties

**CAPP contact: Charlie Peters (510) 537-1796 [cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)**

TRUMP LOVES

GMO CORN MANDATE

**510-537-1796**

# *Clean Air Performance Professionals*

21860 Main Street Ste A  
Hayward, California 94541

**Sunday, March 5, 2017**

Dean Grafilo / Director  
Department of Consumer Affairs  
(916) 574-8200 / 8613 :fax

**RE: Health and Safety Article 6 Public Information program 44070**

Dear Director Grafilo,

Congratulations on your Appointment By The Honorable Governor Jerry Brown.

Can you honor me by arranging a meeting about consumer interest?

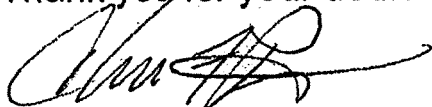
I'm confused by what looks like no interest in consumer protection by your office.

Has any progress on this important issue become available for public review?

Small green business jobs and government regulator value has been expanding public interest over this past decade.

It is time for expanded conversation?

Thank you for your dedicated attention to the details of an improved California.



Charlie Peters  
Clean Air Performance Professionals  
21860 Main Street Ste A  
Hayward, California 94541  
(510) 537-1796  
[cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)  
cc: interested parties

**CAPP contact: Charlie Peters (510) 537-1796 [cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)**

# BAR SUNSET REVIEW

BAR field offices, is it time for improved Smog Check Performance?

*Draft Copy, Charlie Peters, CAPP, March 8, 2014*

*Money to repair not scrap, and.....*

How about a car at the referee that fails being refereed back to the Smog Check provider after the fail fault has been determined, for further action, without any instructions on fault analysis?

The BAR and the owner just ask the service and repair provider if the referee failed car should be provided with further opportunity to repair?

Can a historical 50% repair performance result be improved to 80%, 30% performance improvement?

A BAR previous motorist Smog Check partnership resulted in all failed cars that received further voluntary repair passed at the next referee inspection every time. Every time.

W. Edwards Deming audit Total Quality Management (TQM) reviews changed Japan to the #1 performing mfg. country in the world in 4 years flat.

About 1980 Ford, IBM, Harley-Davidson etc., etc. with W. Edwards Deming contributions made large progress in cost, quality & profit results.

Central Valley free inspection and repair program might prove an interesting audit study.

Who is Awet Kidane?

Can PZEV Smog Check failed car perform @ over 80% pass rate after repair, two years after previous test fail result? 2,000,000 PZEV's have been produced so far.

Data from BAR Chief Patrick Dorais United Parcel Service (UPS) performance study about 1995 might prove interesting. 90% fail became about 90% pass. Initial test result performance improvement without any factors other than a quality audit.

Union, licensed Smog Check providers at the start and no Smog Check license after 1 year. Just a little of the TQM methods.

Keith Smith, TQM guru, ask the Inspection and Maintenance Review Committee (IMRC) about improved Smog Check oversight methods at the only meeting held in the State Capitol.

Mike Vanderlaan, the UPS study manager, also ask IMRC if the committee would support the Deming method.

*CAPP contact: Charlie Peters (510) 537-1796 cappcharlie@earthlink.net*





---

## ***Clean Air Performance Professionals***

---

**March 11, 2017**

Brian Kelly, Secretary  
Business & Transportation Agency  
980 9th Street, Suite 2450  
Sacramento, CA 95814-2719  
916-323-5400 / FAX: 916-323-5440

Dear Secretary Kelly,

**Re: Vehicles that are Covered by California Emissions Performance Warranty**

Currently there is information available regarding what is covered by an emissions performance warranty including the vehicle under hood label which is a 15yr 150,000 mile performance warranty in the event the check engine light is on. The under hood label is the primary accepted information source.

Here is the Air Resources Board (ARB) posted document outlining the areas covered and the time and mileage requirements.

PZEV ARB

In practice if a customer comes in with a check engine light on to the dealer, they are charged a diagnostic fee for analysis and in addition they are then charged for any repair parts and labor for all or part of the required repair to address the check

engine light. This is part of the agreement between the Air Resources Board and the Manufacturer which should be covered by the performance warranty.

Customers are required to provide a letter from the manufacturer refusing to fix their car without charge in order for their complaint to be acted upon by the Air Resources Board who manages the manufacturer warranty program.

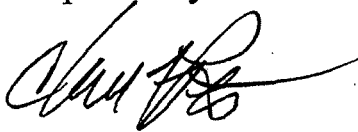
The Bureau of Automotive Repair (BAR) has stated that this is not in their jurisdiction but are willing to consider the complaint.

It is likely that cars under warranty that have customers paying for repairs that should be covered is significant.

The desired outcome is the creation of an audit for compliance of the diagnostic and repair warranty program.

Under this audit program cars in the market that fail could go to the referee who verifies the fail as a candidate for warranty coverage. They can then be asked to be used for the auditing process program. They are directed to the dealer as an undercover vehicle to evaluate warranty compliance. Cars repaired correctly are provided back to the customer, those that are aren't are addressed with the dealer at that time for possible additional evaluations to successfully complete the warranty service. A conversation for those times where further evaluation is required is initiated looking for ways to improve the over all process. Customers who's vehicles are used for this purpose are provided with a daily rental vehicle while their car is out of service.

Respectfully submitted,



Charlie Peters  
Clean Air Performance Professionals  
21860 Main Street Ste "A"  
Hayward, California 94541  
(510) 537-1796  
[cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)

cc: interested parties

**CAPP contact: Charlie Peters (510) 537-1796 [cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)**

FOR IMMEDIATE RELEASE

March 10, 2017

## **DMV Releases Proposed Rules for Driverless Autonomous Vehicles**

Public Hearing to be held April 25, 2017 10 a.m.

Sacramento – The California Department of Motor Vehicles (DMV) today released proposed regulations to establish a path for testing and future deployment of fully autonomous vehicles without drivers.

“California has more manufacturers testing autonomous vehicles than any other state and today’s rules continue our leadership with this emerging technology,” said California Transportation Agency Secretary Brian P. Kelly. “These rules protect public safety, promote innovation and lay out the path for future testing and deployment of driverless technology. This rulemaking is the next step in working with stakeholders to get this right.”

“These rules expand our existing autonomous vehicle testing program to include testing vehicles where no driver is present,” said DMV Director Jean Shiimoto. “This is the next step in eventually allowing driverless autonomous vehicles on California roadways.”

The department received substantial feedback from manufacturers, consumer advocates, local government, insurance companies, and other stakeholders after it released revised draft regulations for testing without a driver and the deployment of autonomous vehicles in September 2016.

The proposed regulations were published in the Office of Administrative Law’s California Regulatory Notice Register on March 10, 2017, and mark the start of a 45-day public comment period, which ends April 24, 2017.

The proposed regulations address public safety concerns while recognizing the potential of autonomous technology to improve safety, enhance mobility and encourage innovation. The proposed regulations:

Recognize that the National Highway Traffic Safety Administration (NHTSA) is vested with the authority to develop Federal Motor Vehicle Safety Standards (FMVSS) and enforce compliance with safety and performance standards for motor vehicles. DMV is requiring certification to meeting these federal safety standards.

Establish a framework for testing without a driver.

Identify requirements that a manufacturer must meet in order to sell, lease, or otherwise make their vehicle available outside of a testing program.

Address other key topics related to autonomous vehicle deployment, including driver licensing and responsibility, vehicle registration, and advertising of autonomous vehicles.

To gather public input on the regulations, the department will hold a public hearing on Tuesday, April 25, 2017, in Sacramento.

**Autonomous Vehicle Public Hearing / California Department of Water Resources Auditorium**

1416 9th Street, Sacramento, CA 95814

<https://www.dmv.ca.gov/portal/dmv/detail/vr/autonomous/auto>

# *Clean Air Performance Professionals*

<http://clubs.hemmings.com/capp/index.htm>



## **Hemmings Motor News ...**

presents the Hobby Hero Award to Stella Pyrtek-Blond in July 1995

**CAPP is an award winning international coalition**  
interested in protecting personal property and the environment.

*CAPP contact: Charlie Peters (510) 537-1796 [cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)*